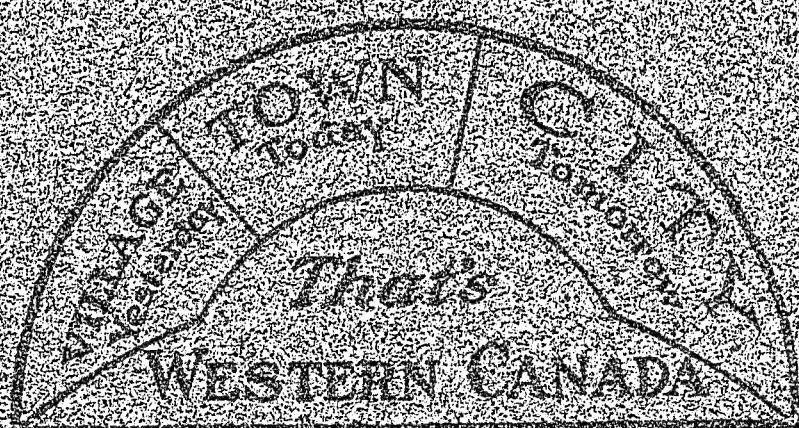


Your Questions Answered

**INDEXED INFORMATION ON WESTERN CANADA
AND GRAND TRUNK PACIFIC NEW TOWNS**



Issued by
Transcontinental Townsite Co., Ltd.

Authorized Agents
Grand Trunk Pacific Towns
WINNIPEG - - - - CANADA
COPY DEPOSITED NO. J 9591

Announcement

UNDER date of April 12, 1911, we entered into a contract with the Grand Trunk Pacific Development Co., Ltd., the Land and Townsite department of the Grand Trunk Pacific Railway, for the exclusive agency for all the towns along the new lines of the Grand Trunk Pacific Railway System in Alberta and also Saskatchewan, and since that date we have entered into contracts for the exclusive agency for some of the principal towns in British Columbia.

We therefore are looked to for authentic and detailed information concerning opportunities which exist in these new towns. The information coming from us may be considered thoroughly reliable and without prejudice in favor of any one town.

The questions below have been compiled from letters from our list of thousands of correspondents throughout North America and Europe, being the questions most generally asked. Their publication with their answers is made for your convenience. If your question is not answered below, or in our literature, write us direct or have our representative do so and we will answer it to the best of our ability.

Transcontinental Townsite Co., Ltd.

Authorized Agents

Sterling Bank Building

Winnipeg

Canada

Index

	Ques. Nos.
Advantage of new towns	2, 44
Altitude	56
Area (Dominion and Provinces)	9
Autumn	3
Average yield of Wheat per acre	66
 Best time to make trip	62
British Columbia Government requirements	42
Builders' terms	18, 51
Building restrictions	20
Business chances	27
Buying direct from G. T. P.	69
Buying for future profits	30
Buying property not seen	24
Buying without leaving home	7, 65
 Certificate of title	21, 22
Chances to get work	63
Churches	47
Cities in Western Canada	45
Citizenship	6
Clear and perfect title	21
Climate	3
Coal	23
Completion cash payment in thirty days	50
Cost of living	16
Credit	27
Customs regulations	38
 Dairying	49
Deferred payments	17
Developing new towns	2
Discount for cash	17, 50
Distances (comparative)	45
 Farm land	36
Fishing	28
Five per cent. discount for cash	17, 50
Flowers and vegetables	14
Free trips	52
Freight regulations	39
Fruit	46
Fuel	23

	Ques. Nos.
Gas	43
Getting in on the ground floor	44
Grade of Grand Trunk Pacific	64
Grain, not the only crop	15
Grain raised	8
G. T. P. Railway being built	59
Government of Canada	40
Government requirements on new towns	41, 42
 Holding for profit	30
Homeseekers low rate certificates	55
Homeseekers rates	57
How can I sell	29
Hudson Bay route	61
Hunting	28
 Immigration into Western Canada	2
Instances of increased values	37
Interest	17
 Lakes	32
Language	5
Light in the evening	13
Livery stables and blacksmith shops	20
Lots increase in value	37
Lumber	53
 Making most money on lots	51
Maturing wheat	12
Mixed farming	67, 15, 49
Money	10
Moving to Western Canada	7, 38, 39, 57, 65
 Naturalization	6
Need for cities	15
 Oil	43
Panama Canal	60
Payments deferred	17
People	5
Post office	34
Poultry raising	49
Prairie	4
Prices of lots	17
Proposition of G. T. P. is best	68
Prosperity	2, 7, 27, 37, 65
Purchasing for investment	30
 Quantity discount	25
Rate of city growth	31

	Ques. Nos.
Re-listed property	29
Schools	48
Securing low rate over G. T. P.	55
Settlement in new towns	58
Sharing prosperity of Western Canada	65
Size of Western Canada	9
Summer	3
 Taking advantage of prosperity	7, 65
Taxes	17, 19
Telephone	34
Terms on lots	17, 18
Terms to builders	18, 51
Territory covered by G. T. P. Railway.....	59
Timber	4
Torrens Title system.....	22
Transcontinental Townsite Co., Ltd.	69
Transportation not real estate	1
 United States pensions	11
Values	2, 17, 37
Vegetables and flowers	14
 Wages	26
Water	54
Wheat yield	35
Wind	3
Winter	3
Work	63
Why is the Railway selling lots.....	1
Why will values increase	2

Questions and Answers

1.—What is the town-developing policy of the Grand Trunk Pacific?

Ans.—The building of the Grand Trunk Pacific Railway from the Atlantic to the Pacific oceans and throughout Western Canada is opening thousands of square miles of new country, making the establishment of many new towns necessary. For the accommodation of merchants, homeseekers and investors, the company disposes of their property in these towns at low prices; this policy encourages settlement and creates traffic which is the main purpose. In other words, it is traffic, not property, the company wants. A manufacturer, merchant or homeseeker who locates in a new Grand Trunk Pacific town is considered a direct traffic creator. An investor who purchases Grand Trunk Pacific town property from the investment standpoint only is considered an indirect traffic creator. Every person, no matter where he lives, who is interested in a Grand Trunk Pacific new town, to the extent of owning property in that town, whether from purely the investment standpoint or with the idea of locating in that town, helps create traffic for the Railway—helps develop the town—because of his interest in it.

2.—Why will Grand Trunk Pacific new town property increase in value?

Ans.—There is absolute need in Western Canada for many more cities than exist at the present time. As a comparison, there are 512 towns and cities of 5,000 and more population in Central and Eastern United States. In Western Canada, a country 25,000 square miles larger, there are but 16 towns and cities of 5,000 and more population.

Settlers are pouring into Western Canada at the rate of approximately 400,000 per year. Many new towns must necessarily be established to supply the needs of these settlers; among these new towns are many of the future cities of the Canadian West. The Grand Trunk Pacific's main and branch lines are opening to settlement hundreds of thousands of acres of virgin territory; consequently, many of the future towns of great importance are the new towns now being established along the Grand Trunk Pacific Railway. Hence, as these towns grow—as they must grow—property values will automatically increase. This is unavoidable.

3.—How is the climate in Western Canada?

Ans.—In the Prairie Provinces of Western Canada that is, Manitoba, Saskatchewan and Alberta, the winters are somewhat colder than in British Columbia. The winters of Southern Alberta are milder than they are in Manitoba. Speaking gen-

erally, snow falls about the middle of November and spring opens about the first of April. Often winter does not begin until after Christmas. The coldest months are, as a rule, January and February. There is an absence of the dampness, sleet and unseasonably warm days which so often occur in the Middle States of the United States. The climate is more like the climate of Central Minnesota. Spring comes rapidly; there is hardly a pause between winter and summer. The summers are long and delightful; to one from the South the days seem unusually long—a newspaper may be read without the aid of artificial light up to as late as 10 o'clock at night. There is no wind to speak of in the winter, but in the summer there is usually a delightful breeze. Severe storms are practically unknown and the fall is delightful.

4.—Is Western Canada just a flat, treeless prairie?

Ans.—From Winnipeg to Edmonton along the Grand Trunk Pacific Railway it is typically prairie country. In some districts the land is gently rolling. Throughout Central Alberta and in some portions of Northern Saskatchewan the country is more or less park-like. Clumps of trees, usually willow and poplar, are scattered. From Edmonton to the Rocky Mountains the country is more rolling and the timber somewhat heavier. Central British Columbia is a plateau with vast areas of timber, also vast areas of agricultural land.

5.—What kind of people are the settlers, and is English generally spoken?

Ans.—Western Canada is settled chiefly by Canadians, Americans, English, Scotch and Irish. In some localities there are colonies of Germans, Norwegians, Swedes and French. English is the language of the country, and is universally spoken.

6.—Will I have to change my citizenship if I go to Canada?

Ans.—No. Property may be purchased in Western Canada and held under deed without any change of citizenship. It is not even necessary for one to reside in Western Canada in order to own property here. In case one does wish to become a Canadian citizen, three years' residence is necessary before naturalization papers will be issued. An alien holding property is allowed to vote on school and other local questions.

7.—If I do not care to leave my present location, how can I best take advantage of the great growth and prosperity of Western Canada?

Ans.—Many investors depend upon us to point out to them the opportunities that exist in Grand Trunk Pacific new towns for investment. They secure this information from us or from our representatives without having to leave their own homes or spend time and money investigating. If you wish to have this service, which is free, get in touch with us direct or through our representative.

8.—What grains are raised along the Grand Trunk Pacific?

Ans.—Wheat (winter and spring), oats, barley and flax are the chief grains.

9.—How large is Western Canada?

Ans.—The total area of Western Canada is 1,116,470 square miles. The areas of each of the four Provinces comprising Western Canada are as follows: Manitoba, 251,832 square miles; Saskatchewan, 251,700 square miles; Alberta, 255,285 square miles; British Columbia, 357,600 square miles. As a comparison, these four Provinces together are larger than all of the States east of the Mississippi plus Iowa. British Columbia alone is larger than Washington, Oregon and California combined.

10.—How about American money?

Ans.—American money passes at par throughout Western Canada.

11.—Does a man drawing a pension from the United States forfeit it by moving to Canada?

Ans.—No. United States pensions are received regularly by many of our permanent residents and citizens.

12.—How long does it take wheat to mature?

Ans.—From 100 to 130 days on the average. This short time is accounted for by the long days, hence the great amount of sunlight.

13.—Is it true that it stays light until late in the evening in summer?

Ans.—Yes. The summer evenings are most delightful. Baseball games, lacrosse matches, football games, tennis matches and other games are usually scheduled for 7 p.m. It is possible to read a newspaper without the aid of artificial light as late as 10 p.m.

14.—Can vegetables and flowers be raised in Western Canada?

Ans.—Yes. Flowers grow in great profusion, both wild and cultivated. All kinds of vegetables grow to perfection; indeed, visitors from the United States are usually astonished at the size of our potatoes, turnips, carrots, parsnips, cauliflowers, cabbage and tomatoes, and the quality is unsurpassed. Also peas, beans, celery, lettuce and other vegetables attain perfection.

15.—Is it true that one cannot raise anything but grain in Western Canada?

Ans.—No. Practically any farm product raised in Central United States with the exception of corn may be raised with profit in Western Canada. Timothy, clover, alfalfa are staple crops besides grain. Cattle, horses, swine and poultry form one of the chief assets of the Canadian West. Corn is being successfully raised in some localities for fodder and ensilage.

16.—Is the cost of living high?

Ans.—No. The cost of living in Western Canada compares favorably with the cost of living in Central Western United States.

Sixteen to eighteen pounds of granulated sugar costs \$1, according to fluctuations of the market. Tea, per pound, 30c to 60c; coffee, 30c to 50c; flour, \$1.50 to \$1.75 per 49-pound sack; bacon, 24c to 28c per lb.; canned goods the same as in Eastern Canada and the United States; cotton is somewhat higher than in the United States and woolen goods cost less.

17.—What are your prices and terms on lots?

Ans.—Grand Trunk Pacific lots are priced from \$100 (in some cases less) to rarely more than \$250 each. Terms: One-fifth purchase price down, balance, three, six, nine and twelve months, no interest. No taxes for current year unless a building is erected on the property and is assessed. Five per cent. discount for cash.

18.—Do you give special terms to builders?

Ans.—Yes. When a building costing \$500 or more is erected on a lot within three or six months from date of purchase the deferred payments are extended making them fall due semi-annually instead of quarterly.

19.—Are taxes high?

Ans.—No. You have no taxes to pay during the current year in which you buy your Grand Trunk Pacific townsite property, unless you erect a building upon it and it is assessed. Taxes are usually from 25c to \$1 per lot per annum in new towns.

20.—Are there any building restrictions in your towns?

Ans.—No, with the exception that livery stables and blacksmith shops are restricted to a certain area in each town.

21.—Will I receive clear and perfect title for the property I buy?

Ans.—Yes. You will receive clear and perfect title, guaranteed by the Government.

22.—What system of transferring titles is used?

Ans.—The Torrens Title system. This system is acknowledged to be the best as the title is guaranteed by the Government. The original certificate of title remains in the Government offices and the owner receives a duplicate certificate of title under the seal of the Government certifying that the holder thereof is a registered owner of the land in fee simple.

23.—Is fuel expensive?

Ans.—No. There are extensive coal deposits in many parts of Western Canada. The Grand Trunk Pacific Railway passes directly through some of the most important of these. In localities wood is very plentiful and to be had often for the cutting.

24.—If I buy property which I have not seen how am I to know if it is desirable?

Ans.—It is against the policy of this company to sell property known to be undesirable. As the property is primarily sold for the purpose of developing Grand Trunk Pacific new towns, it would be poor business, to say the least, to sell undesirable property. The Company does not, knowingly, offer any swamp lands, or property that is undesirable.

25.—Do you allow quantity discount?

Ans.—Yes. For ten or more lots purchased at one time in any one Grand Trunk Pacific new town, a quantity discount of 10 per cent. off list price of the property is allowed providing that not more than one third of the lots selected are corners.

26.—Are wages high or low in Western Canada?

Ans.—Wages run from 10 per cent. to 25 per cent. higher than in central portion of the United States, depending upon the class of labor.

27.—What is the chance to go into business in Western Canada?

Ans.—There are various business openings in every new town on the Grand Trunk Pacific Railway. All of these new towns need businesses usually found in any hustling town, and there is practically no competition, the profits are large, and wholesalers and jobbers are very liberal in extending credit. These facts, together with the fact that the country is growing at a

tremendous rate, make Western Canada an ideal location for businesses of various kinds.

28.—How about hunting and fishing?

Ans.—Western Canada is considered the best hunting grounds of North America. In the prairie sections, along newer lines of the Grand Trunk Pacific there are many kinds of game. The numerous small lakes are often literally covered with ducks and geese and, a few miles back from the railway, in various localities deer, moose, bear, elk and other game may be found, while in the mountains mountain goat and sheep are plentiful. Further north cariboo is plentiful. Many of the streams and lakes are teeming with game fish of various kinds, principally trout.

29.—If I buy Grand Trunk Pacific town-site property purely as an investment, how can I sell it to the best advantage?

Ans.—While on account of the volume of our own business we do not make a practice of re-listing Grand Trunk Pacific new town property, we do often have enquiries for certain lots in various new towns, and we always put the owner of that lot in touch with the man who wishes to purchase the property. In this way we often dispose of property for our clients. Also, there are many independent real estate dealers throughout Western Canada who make a specialty of re-listing Grand Trunk Pacific

new town property, and we are always glad to furnish the names and addresses of these dealers. Their charge is usually a commission of 5 per cent.

30.—How long will I have to hold property in Grand Trunk Pacific new towns before making a profit on it?

Ans.—This depends upon the rate of growth in any particular town, but as a rule a year or two holding of the property is sufficient for it to gain a good increase in value. As a general rule people buying property from us buy it to hold for a large future profit, so that the market is usually very close and there is but little property available. The best plan is to purchase this property as an investment and hold it for a large profit, or build on it, which always gives big returns in rent.

31.—How fast do cities and towns grow in Western Canada?

Ans.—The most recent reports obtainable show that the average growth of twelve representative cities of Western Canada was 93.6 per cent. in five years. The gain in some of the cities for the last ten years was 301.5 per cent.

32.—Are the lakes in Western Canada fresh water?

Ans.—All of the larger ones are, and with but few exceptions all of the smaller ones.

33.—Do you handle any other town property?

Ans.—Positively no. We handle all Grand Trunk Pacific new towns throughout the prairie provinces of Western Canada, and many important ones of British Columbia.

34.—Are there post offices, telephone systems and so forth throughout Western Canada?

Ans.—Yes. The postal facilities, even in remote sections, are as good as anywhere in North America. There are thousands of miles of telephone lines, all of them under Government control, and many new lines are being strung daily.

35.—How much wheat does Western Canada raise?

Ans.—The wheat crop of 1912 was slightly in excess of 200,000,000 bushels. Government experts estimate an annual crop of 800,000,000 bushels when one-fourth of all the land suitable for wheat raising is under cultivation.

36.—How can I secure a farm from the Grand Trunk Pacific?

Ans.—The Grand Trunk Pacific Railway has no farm land of its own for sale. But the General Passenger Department at Union Station, Winnipeg, are in close touch with individuals who wish to dispose of their farms, and in this way one can often get a good farm at a reasonable figure.

37.—What has been the increase in value of lots in the past?

Ans.—In Edson, Alberta, lots which were sold by us at from \$300 to \$350 each have

resold at from \$3,000 to \$6,000 each. In one case \$7,000 was paid for a \$350 lot. In Cudworth, Saskatchewan, lots sold by us for \$100 are worth to-day from \$300 to \$500 each. In Willow River, British Columbia, \$400 lots were resold within six months for \$1,000 each. In Mirror, Alberta, lots have brought up to \$2,000 each. In Loverna, Saskatchewan, a \$450 corner sold for \$1,000 six weeks after the town was established. Three lots in Mawer, Saskatchewan, purchased for \$650 were resold for \$1,150 within a month. These advances are all in new towns. In the cities of to-day, which were new towns a few years ago, business property sells at from \$1,000 to \$3,000 and upwards per front foot.

38.—What are the custom regulations?

Ans.—A settler can bring to Western Canada free of duty his tools of trade, farm implements, vehicles and household goods, providing they have been in his possession six months or longer, and providing, of course, that the goods he brings in are for his own personal use and not to be sold. Detailed information regarding custom regulations may be had by addressing the Custom Collector at Winnipeg.

39.—What are the freight regulations?

Ans.—Car loads of settlers' effects within the meaning of settlers' freight tariff may be made up by the same kind of goods including live stock, and is admitted free of duty. The minimum weight is 24,000 lbs.

For all over that weight a charge is made.
For full particulars write to A. E. Rose-
vear, General Freight Agent of the Grand
Trunk Pacific Railway, Winnipeg.

40.—What kind of Government has Canada?

Ans.—The Government of Canada is elec-
tive and is as representative of Canada as
Congress is of the United States. In fact
the administration of affairs in Canada is
so closely like the Government of the Unit-
ed States that there is no perceptible dif-
ference unless that the Canadian Govern-
ment is more directly and quickly responsi-
ble to the will of the people. Canada is a
self-governing country, and it does not pay
tribute to Great Britain.

**41.—Does the Government have anything
to do with your new towns?**

Ans.—Yes. Prior to the registration of
each plan of a Grand Trunk Pacific new
town at the proper land district office, it
must be approved by the Department of
Public Works. The departmental regula-
tions require that a school site be provided,
that each lot must have adequate street
facilities and must have a lane at its rear,
the streets and lanes to be at least 66 feet
and 20 feet wide, respectively. Road al-
lowances must be run from the town con-
necting it with the nearest Government
roads, and in general the town survey must
conform to the governmental requirements.
Each plan of a Grand Trunk Pacific new

town must be signed by a Government surveyor. Location of station must be approved by the Railway Commission.

42.—Why does the Government reserve property in British Columbia new towns?

Ans.—In British Columbia the Government by legal enactment selects one-fourth of the property in each of the new towns, and what is not kept for buildings, Government parks, reserves, etc., is sold at public auction. Recently Government reserves at Prince Rupert were sold, and they brought over \$135,000.00 more than the Government's estimate of their value.

43.—Is there any oil or gas in Western Canada?

Ans.—Yes. Many of the Grand Trunk Pacific new lines pass through extensive areas declared by the Dominion Government to be in the oil and gas belt. Gas has been discovered near many points on the Grand Trunk Pacific.

44.—What is the advantage of buying in a new town?

Ans.—The advantage of buying in a Grand Trunk Pacific new town is that you get in on an absolutely ground floor basis. You can buy town lots of this company as cheaply as they can possibly be sold. Our new towns are not located without a good reason, and they all possess potential possibilities that will provide opportunities for future growth. Growth means profit.

for those who get in at the beginning. At least three hundred more cities are needed in Western Canada. Many of the towns we offer to-day will be future cities.

45.—Haven't you enough cities in Western Canada?

Ans.—Absolutely no! There are only sixteen cities of over five thousand population in all Western Canada. In an even smaller area in the United States there are over five hundred. East of the Missouri river in the United States the average distance between cities of five thousand and upwards is less than thirty miles. In Western Canada in just two cases there are cities forty miles apart. In most cases the distance runs from two hundred to seven hundred miles.

46.—What variety of fruit can be raised in Western Canada?

Ans.—All small fruits such as strawberries, red and black raspberries, blackberries, plums, cranberries, gooseberries, currants, etc. In British Columbia commercial fruit growing is carried on extensively and fine crops of apples, peaches, pears, cherries, plums, etc., are grown.

47.—What denomination of Church prevail in Western Canada?

Ans.—All denominations are well represented. Churches are being built rapidly often being among the first buildings erected in our new towns.

48.—Are there schools inside your towns and elsewhere?

Ans.— Yes. School districts are established by the Government, but maintained and managed by the resident ratepayers (tax-payers) of the district. The maximum size of rural districts is limited to twenty-five square miles, but the majority comprises from sixteen to twenty. A district must have four persons actually resident therein, who would be liable to assessment, and at least twelve children between the ages of five and sixteen years, inclusive. The schools are sustained by provincial aid and also by local rates (taxes).

49.—What about poultry raising and dairying?

Ans.— The climate is ideal for poultry raising, and the prices average much higher than in the United States. You can find plenty of buyers for all the turkeys, chickens, eggs, etc., you can produce. Poultry disease and diseases are practically unknown. The same conditions exist with reference to dairy products, and the Government recognizes that the country is particularly well adapted to dairying, being even better than the States of Iowa and Wisconsin. The Government build and operate creameries, in which only a small amount is charged for making butter for the farmer. Many of these creameries have been established, and others are in contemplation for the Grand Trunk Pacific new towns. These two businesses keep money in circulation in

their localities during the entire year and are a good thing for local merchants in our new towns.

50.—How long after making my first payment can I pay cash and get the benefit of the discount?

Ans.—Thirty days. If we receive the balance of your payment any time within thirty days of the receipt of the first instalment we will consider this the same as a cash deal and allow you the 5 per cent. discount.

51.—How can I make the most and quickest money out of lots I buy from you?

Ans.—By building on them. There is a large demand in all new towns for suitable dwellings. The country is growing very rapidly and it is not possible to keep up with housing facilities. A cottage can be built in Western Canada for as low a price as it can be erected practically anywhere else in North America, and a four room cottage will bring from \$25 to \$35 per month in any of the Grand Trunk Pacific new towns. The building of such a cottage will give you the benefit of the builders' terms which extend your payments over two years, and in addition, will immediately enhance the value of the property on which it stands.

52.—Do you give a free trip to purchasers of your lots?

Ans.—No. The greatest inducement offered is the property itself. The Railway

realizes the importance of the development effort in which it is engaged, and people all over the world have in turn recognized this also. This company courts the strictest and most careful personal investigation of its propositions, but it does not find it necessary to give free trips and other special inducements in order to secure purchasers for lots in its new towns. Whenever a free trip is given on either land or lots, you may rest assured that the price of the trip has previously been included in the price of the property.

53.—What does lumber cost?

Ans.—Board and dimension cost about \$18 to \$20 per M. feet. Shiplap from \$20. to \$25. Flooring and siding \$22 up, according to quality. Cedar shingles, \$2.50 to \$3.50 per M. These prices change somewhat, but they are average.

54.—At what depth can water be secured?

Ans.—In most Grand Trunk Pacific new towns it can be had from twenty to forty feet, while in others wells have been sunk to from forty-five to one hundred feet.

55.—How can I get a low rate over the Grand Trunk Pacific Railway?

Ans.—By applying to your nearest Grand Trunk Pacific Ticket Agent, or writing to Mr. W. P. Hinton, General Passenger Agent of the Grand Trunk Pacific Rail-

way, Winnipeg. Reduced rates on the Grand Trunk Pacific may be had from boundary points.

56.—What is the altitude of Grand Trunk Pacific new towns?

Ans.—The altitude of Grand Trunk Pacific lines rise steadily toward the West, ranging from about 1,500 feet at the Eastern boundary of Saskatchewan to 3,000 feet at Edson. In British Columbia the altitude is somewhat lower. In the central portion through which the Grand Trunk Pacific passes it ranges from 1,900 feet to 2,500 feet.

57.—Explain the "homeseekers' rates?"

Ans.—A round trip ticket is sold at homeseekers' rates on the first and third Tuesdays of every month from March to November, inclusive. Stop overs are allowed and tickets are good for twenty-five days. For full particulars write W. P. Hinton, General Passenger Agent, Grand Trunk Pacific Railway, Winnipeg.

58.—How soon do people settle in your new towns?

Ans.—People settle in some of our new towns even before they are surveyed, the openings of various kinds are so attractive. In many cases we have thriving new towns established and in operation long before the railway reaches them. Of course, transportation facilities are provided as soon as possible, but the fact that the railway is not there does not deter set-

tlers in new towns. This shows how necessary it is for the purchaser not on the ground to make up his mind promptly when offered the property.

59.—What territory does the Grand Trunk Pacific cover?

Ans.—The Grand Trunk Pacific Railway is being built from the Atlantic to the Pacific Oceans and throughout Western Canada. When the entire system is completed in 1915, there will be a mileage of more than 8,600 miles. The Grand Trunk Pacific lines are reaching into all parts of Western Canada, mostly new country, which is highly productive, accounting for the rapidity of growth of Grand Trunk Pacific new towns.

60.—What effect will the Panama Canal have on Western Canada?

Ans.—The Panama Canal makes possible a new route to Europe which shortens the rail haul to a very appreciable extent as practically all of Saskatchewan, Alberta and British Columbia can get a shorter rail haul to the Pacific Coast and secure a lower rate to the Old Country than they can by hauling commodities eastward and transporting from the Atlantic seaboard. The Panama Canal makes an entirely new grain route, and will assist in relieving the actual congestion which occurs at the present important grain concentrating points. The western portion of Canada will receive

the same relative benefit from the construction of the Panama Canal as will the western portion of the United States. The harbor at Prince Rupert, the Grand Trunk Pacific terminal, is one of the finest in the world, and is amply large enough to accommodate all shipping. The Grand Trunk Pacific has a line of boats which now operate from Prince Rupert.

61.—What about the new route from Hudson Bay?

Ans.—The Government is building a railroad from The Pas in Northern Manitoba to Hudson Bay. The Grand Trunk Pacific are now building to connect with this line. This route will give an outlet for grain and other products and will save about one thousand miles of rail haul.

62.—When is the best time to make a trip to your towns?

Ans.—Spring is a good time; but early summer and just prior to the harvest is the best time in the year to see Western Canada and its wonderful resources and developments. The only objection to other seasons of the year is that during the fall the harvest is going on and the hotels and trains are crowded, and in the winter there is snow.

63.—What is the chance for a man to get work in Western Canada?

Ans.—No country in the world offers a better opportunity for a man who is looking for W-O-R-K than Western Canada. There are openings in all lines. The various railway construction companies, building concerns, lumber companies, etc., need thousands of men, and last, but not least, the Canadian farmer always needs more help than he can get. This is especially true during harvest time, when special excursions are run and every facility is offered to workers who desire to help harvest the enormous crops of grain. For full particulars address W. P. Hinton, General Passenger Agent of the Grand Trunk Pacific Railway, Winnipeg, Man.

64.—What is the grade of the Grand Trunk Pacific?

Ans.—The Grand Trunk Pacific has the lowest grade across the Rocky Mountains of any railway in North America. The maximum grade is four-tenths of one per cent. This is about five times less than the grade of any other Railway.

65.—Will I have to move to Western Canada to share in its prosperity?

Ans.—No. Many people recognize the opportunity we offer and they are securing a liberal share of the prosperity existing in Western Canada by purchasing Grand Trunk Pacific new town property for investment purposes. We would much rather sell you property and have you move to the new towns but if you cannot do this

we are glad to sell you purely for investment purposes because the numerous small holdings scattered all over the world create interest in our towns, make them better known, with the natural result that they grow rapidly, and get the benefit of outside influences as well as those immediately surrounding them.

66.—What is the average yield of wheat?

Ans.—The ten-year average wheat yield has been about twenty bushels per acre as compared with ten to fifteen in the United States.

67.—Can mixed farming be carried on in Western Canada?

Ans.—Yes. Western Canada is an ideal mixed farming country. Corn is really the only staple farm product that cannot be successfully raised in Western Canada. There is a good demand at all times for poultry, sheep, hogs and cattle, and prices are steady and attractive to the stock raisers. The great development of Western Canada makes the raising of horses a very profitable enterprise.

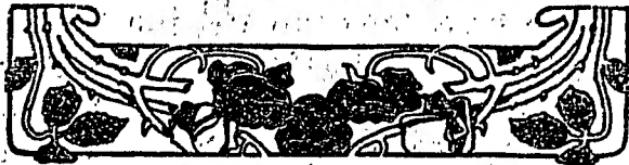
68.—Why is your proposition better than outside subdivisions?

Ans.—Just about the same difference as there is between good and counterfeit money. The counterfeit money may pass for a time until suddenly everybody finds out that it is no good. Unscrupulous pro-

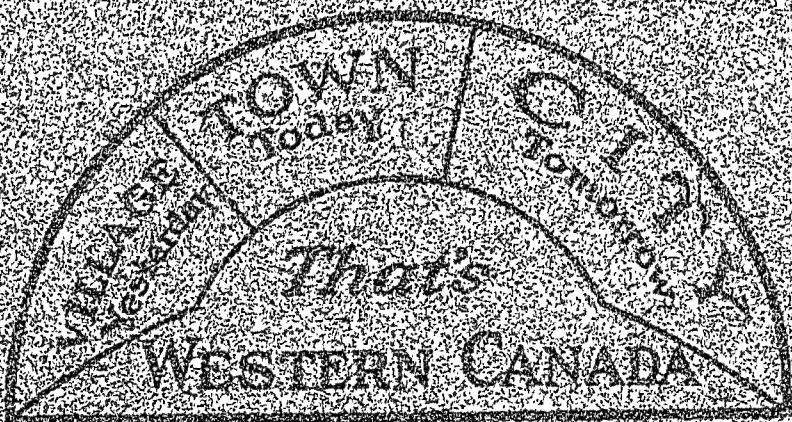
motors take an inaccessible or otherwise undesirable piece of land, getting up an elaborate selling plan concerning it, announce that it has all kinds of projected railways running into it, and by giving it a fanciful name and giving it claims they are able to sell very worthless property to parties who earnestly try to better themselves, and who knowing something concerning the growth of Western Canada wish to share its prosperity. The Grand Trunk Pacific's methods is entirely different. When the railway is announced for a Grand Trunk Pacific new town, the railway is going there. When the Grand Trunk Pacific states that such-and-such a point is to be a town on its line you may rest assured that the Grand Trunk Pacific trains are going to run there and that facilities will be provided, and in general the townsite is suitable for the building of a town, and that every claim we make concerning it can be relied upon. In a real Grand Trunk Pacific new town all these matters are handled in advance by the Railway. The townsite is laid where the land lies correctly; road allowances for the Government road are secured; arrangements for station grounds and depots are made and approved by the Railway Commission, and in general the public is protected because the Railway is engaged in a real development business, not a graft for the money there is in it.

69.—How can I be sure I am securing property in one of the new Grand Trunk Pacific towns?

Ans.— There is only one way you can be absolutely sure of this, and that is by buying through the Transcontinental Townsite Co., Ltd., Winnipeg, Manitoba, or its authorized representatives.



WINNIPEG SATURDAY POST  **JOB PRINTING DEPARTMENT**



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